

Best5 practise IBC NL

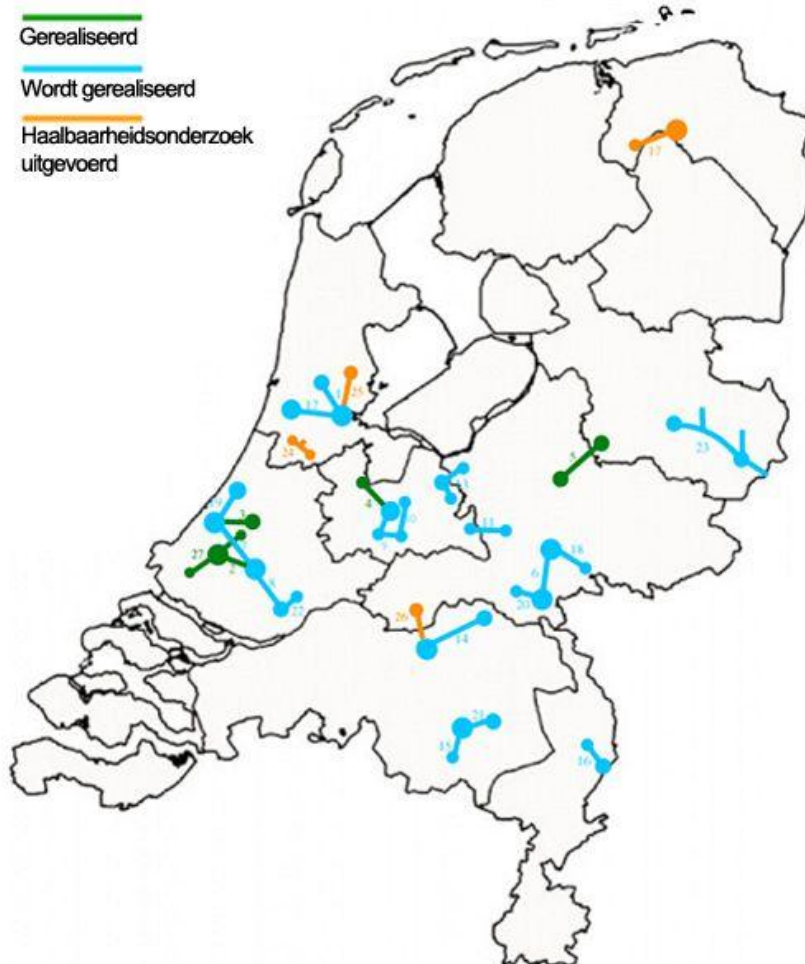
Title: **Bicycle highways and pedelecs**

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### Routes

-  Gerealiseerd
-  Wordt gerealiseerd
-  Haalbaarheidsonderzoek uitgevoerd



## Fast tracks for cyclists

The Netherlands are building a network of high speed bicycle tracks. This bicycle highways should seduce the commuters who now are travelling by private car on a distance of 15 km or less.

No crossings, no traffic lights. A smooth surface of asphalt with a width of 4.00 metres. On bridges and other open spaces protection shields for wind and rain. The infrastructure of the bike highways will also include charging facilities for electric bikes as well as repair services delivered by mobile cycle repair units.

The bicycle highways are planned to get to the city (centres) and should work as an attractive alternative for commuters who are travelling by car.

The national government has reserved 21 million Euros for 16 bicycle highways paid by the ministry of Infrastructure. Provinces and municipalities contribute for another 60 million Euros which makes a total of € 81 million for realising high quality bicycle infrastructure.



Source: ligfietsen.nl

From this budget pavement, illumination, crossings designs, tunnels and bicycle bridges are to be financed. All measures with the aim to create attractive, fast and direct and comfortable connections for commuter cyclists.

## General criteria for bicycle highways.

- Fast: No or not many delay(time) on crossings and at traffic lights.
- Comfortable: high quality pavement, illumination
- Attractive: the route chosen is attractive considering noise, nature, and environment
- Coherent: the routes are part of a network so before and after transport is easily integrated.

## Measures

In the project <sup>1</sup>[Bike congestion-free](#) the Ministry of Infrastructure and Environment, provinces, urban regions, municipalities and the work together to improve the cycle routes. That means, for example:

- Construct new bike lanes;
- Bike Tunnels under highway construction;
- Improve existing cycle paths with asphalt pavement;
- Widen existing paths;
- Give cyclists priority at a similar crossroads;
- Create more bicycle parking;
- Create safe crossings for cyclists.

## Results and effects

Some results are already been registered according to the director of the Dutch cyclist federation, Mr H van der Steenhoven. He claims that in some cycle tracks frequency of users have been doubled. He also claims that using the bicycle highway along the corridor where the motor highway is situated saves 10 minutes compared to motorcar in travel time. The Dutch Ministry of Infrastructure hopes by creating the bicycle highways to diminish traffic jams and less car traffic. Besides this side effects are to be expected in the field of health, noise and emission reduction.

## Target groups

In general the aim of the bicycle highways is to improve the competition with the car.

The group target is

- the daily commuter by car travelling a distance of 15 km max.
- Another target group are students of secondary schools. Research has shown that about 50% of car commuter distance has this maximum of 15 km range.
- Companies (employers) are, first target, but on the other intermediary.
- Existing cyclists in the role of ambassador or cycling buddy.



## (Social) benefits of bicycle highways

Recent research by Goudappel Coffeng<sup>1</sup> shows that investing in bicycle highways can result in a rapid improvement in mobility, the economy, health and climate. A brief summary of the key findings:

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<sup>1</sup> Study done by Goudappel Coffing and Stefan Stefan Bendiks (Artgineering) feb 2011 by the “Stimulerings fonds voor Architectuur

- Bicycle highways cause less cars use and therefore a raise of some 80 million kgless CO2 emission yearly.
- Moving on bike leads to greater vitality. The use of bicycle highways saves € 100mln annually on health care savings and premature death.
- By faster cycling, the travel time in peak hours diminishes with 15,000 hours per day. Converted to valuation this means a saving of € 40 million per year.
- By bicycle highways there are 1% fewer car trips and 1.5% more bike rides.

Nowadays about 25 % of al people cycle to wrk in the Netherlands. If this figure would grow by only 1 % a cost reduction of 27 million euros would be acquired as a reduction on absenteeism from work.



### **Special effects for pedelecs**

It is obvious that pedelec users are a special target Group as potential users for the bicycle highways. First of all they fit in the targeted profile of commuters who are willing to leave their car for some days a week only when conventional cycling is not a serious alternative. Further the higher average speed of pedelec cyclists is optimal for using on the fast cycling lanes which are created on this project.

Sources:

Site of the program on bicycle highways:

[www.fietsfilevrij.nl](http://www.fietsfilevrij.nl)

site of Dutch national government

<http://www.rijksoverheid.nl/onderwerpen/fiets/elektrische-fiets>

volkskrant interview